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CENTRAL INTELLIGENCE AGENCY

COUNTRY

SUBJECT

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SUPP. TO
REPORT NO.

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The Office of Naval Intelligence, 5ND, in Report No. 67-C-53, furnished the following information to CIA for IAC dissemination in accordance with Paragraph 3c of NSCID #7.7

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Pilotage and Security Procedures

1. [redacted] a mined area extended to the southeast from the southern tip of the east breakwater and [redacted] two channels existed for approaching the harbor, one extending away from the southern tip of the east breakwater along a heading approximately 135° and the other going due east from this southern tip of the east breakwater.

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The usual security procedures were followed with respect to searching the vessel and sealing instruments and issuing instructions regarding the method of leaving the waterfront area. Bar-racks or the security police were located across the tracks east of the railroad station and north of the east breakwater. These police wore green hats. One-third of the crew were allowed ashore at one time. The navigation light near Hotel Carol was obscured by trees.

Port Facilities

2. [redacted] It took 17 days to unload [redacted] cargo [redacted] or grain because of the apathetic and inefficient labor and the poor condition and insufficient capacity of the grain elevators. Waterfront labor was badly underfed, the workmen receiving half a slice of black bread for every four hours worked. Furthermore, the labor force on the waterfront is apparently composed of drafts of farmers from the interior of Rumania who are changed every three weeks, probably in order that no one will become so well acquainted with the waterfront that he might be able to escape from the country on a foreign vessel. The result is that there are no experienced long-shoremen. Pipelines on the Petroleum Pier appeared [redacted] to be between 12 and 18

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SECURITY INFORMATION

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inches in diameter and to lie right on top of the pier. [redacted]

[redacted] aviation fuel was pumped on the south side of the pier and crude oil on the north side. First priority is given to any Soviet ship at the Petroleum Pier, and if any other ship is loading, upon the arrival of a Soviet vessel, it must move if it is necessary to give pier space and return after the departure of the Soviet ship. [redacted] a Soviet tanker of between 12 thousand and 15 thousand tons [redacted] took almost 12 hours to top off with crude oil. [redacted] the number of fuel tanks in the area to the southwest of the Petroleum Pier to be 20, most of them about 50 feet high and 70 to 100 feet in diameter. Timber Mole construction had been completed, and water in Petroleum Basin by this mole measured 23 feet in depth.

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Military and Merchant Vessels

3. [redacted] Three old destroyers similar to Wickes Class ODC were lying along the west side of the east breakwater. These destroyers were of an estimated 1200 tons and had stack markings blue base with white stripes. None were camouflaged. [redacted] another destroyer type, similar to ODC, Porazhayushchy, alongside the west side of the east breakwater. The east breakwater is apparently used as a permanent naval station. [redacted] numerous persons in naval uniforms in that area. [redacted] in the same vicinity 15 or 20 minesweepers with pom-pom antiaircraft guns, of eight to 10 barrels each. These boats, which were similar to the [redacted] Soviet class "110" SC, left the harbor every day presumably for training exercises. Three military school ships were in the harbor, one a four-masted square-rigged sailing vessel, a large luxury type yacht, and a smaller yacht. They went out every morning for about four hours carrying cadet crews. The large yacht [redacted] was usually tied up at the New Mole. A large minesweeper (leader) having a hinged pole attached to its bow was berthed at the northern end of the Rumanian Maritime Service Quay. The Rumanian passenger steamship, "Transylvania" was berthed alongside the southern part of the same quay directly in front of the Customs Building. [redacted] a continuous flow of Soviet tankers being loaded, some of them apparently Navy tankers, since they were painted gray and their stacks had a red stripe with a hammer and sickle. [redacted] the SS "Vilmar" and two other vessels [redacted] belonging to the same company. The "Vilmar" was lying at the south side of the Petroleum Pier and [redacted] the excuse the "Vilmar" and other ships of the same company gave for their visits to Constanta was that they were taking on bunkers [redacted]

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The other two ships of the same company were new vessels of 12 thousand to 15 thousand tons. Other ships [redacted] in the harbor were the [redacted] Soviet ship. "Volga" loading cement from closed railroad cars. [redacted]

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A small passenger ship, owned by the same company as the "Transylvania", was in drydock. [redacted] everything seemed to be leaving port and very few shipments coming in.

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Coastal Defenses

4. [redacted] a towed target proceeding north along 23° 43' E and being fired upon from at least two gun emplacements on the shore. One

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of these latter was at 44° 8' 50" N and the shells, whose size [redacted] about six inches, were dropping, one every three or four seconds. When the target got north of Constanta shore batteries at about 44° 11' N commenced firing on it and the shells appeared to be the same size and dropping at the same rate as those observed firing south of the city.

Miscellaneous

5. Constanta appeared extremely run down and lacking in repairs. The women of the city were dressed poorly but neatly while the men were very shabby with their shoes frequently in tatters. Hunger was evident among the civilian population, and, even so, a sentry was seen [redacted] forcing a poor woman to replace loose grains of maize she had gathered on the pier [redacted]

[redacted] The park near the Soviet army headquarters and sentry barracks was apparently restricted to Soviet officers and their wives, most of the latter when seen, being dressed in the latest fashion [redacted] Also reserved for the Soviets was an open-air cinema and a special store between in the City Hall and the Mosque, and between these two buildings was a brand new structure which is the headquarters for Soviet Military Intelligence. This latter was surrounded by Soviet soldiers and civilians were not permitted to walk on the same side of the street with the building. All of these restrictions and discriminations were resented by the Rumanian people. Hotel Carol housed Soviet Army personnel, including officers and soldiers. The casino on Cape Constanta has been rebuilt with the labor of political prisoners [redacted]

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